

Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application.

Listing of Claims

1. (Currently Amended) An intake apparatus for an internal combustion engine, comprising:
a main section defining an intake port having therein first and second regions extending longitudinally of the intake port; and
a recirculating section defining an intake recirculation passage to recirculate part of intake air from the second region in the intake port to an upstream position in the intake port to strengthen an intake air stream in the first region of the intake port; and
a flow throttling section including a flow throttling valve to produce a low pressure region in the intake port when the flow throttle valve is in a closed position, the intake recirculation passage being opened to the low pressure region produced by the flow throttling valve.
2. (Original) The intake apparatus as claimed in Claim 1, wherein the recirculation passage extends from a recirculation inlet opened in a downstream end portion of the intake port, to a recirculation outlet opened in an upstream portion of the intake port, to take in part of the intake air before flowing into a cylinder of the engine through an intake valve provided at a downstream end of the intake port, and to return the intake air to the upstream portion of the intake port.
3. (Cancelled)
4. (Currently Amended) ~~The intake apparatus as claimed in Claim 3,~~ An intake apparatus for an internal combustion engine, comprising:
a main section defining an intake port having therein first and second regions extending longitudinally of the intake port;
a recirculating section defining an intake recirculation passage to recirculate part of intake air from the second region in the intake port to an upstream position in the intake port to strengthen an intake air stream in the first region of the intake port; and

a flow throttling section to produce a low pressure region in the upstream portion of the intake port,

wherein the recirculation passage extends from a recirculation inlet opened in a downstream end portion of the intake port, to a recirculation outlet opened in an upstream portion of the intake port, to take in part of the intake air before flowing into a cylinder of the engine through an intake valve provided at a downstream end of the intake port, and to return the intake air to the upstream portion of the intake port,

wherein the recirculation outlet of the recirculation passage is opened to the low pressure region produced by the flow throttling section, and

wherein the first region of the intake port is an upper region located above the second region of the intake port, and the second region of the intake port is a lower region located below the upper region in an up-down direction of a cylinder of the engine.

5. (Currently Amended) ~~The intake apparatus as claimed in Claim 3,~~ An intake apparatus for an internal combustion engine, comprising:

a main section defining an intake port having therein first and second regions extending longitudinally of the intake port;

a recirculating section defining an intake recirculation passage to recirculate part of intake air from the second region in the intake port to an upstream position in the intake port to strengthen an intake air stream in the first region of the intake port; and

a flow throttling section to produce a low pressure region in the upstream portion of the intake port,

wherein the recirculation passage extends from a recirculation inlet opened in a downstream end portion of the intake port, to a recirculation outlet opened in an upstream portion of the intake port, to take in part of the intake air before flowing into a cylinder of the engine through an intake valve provided at a downstream end of the intake port, and to return the intake air to the upstream portion of the intake port,

wherein the recirculation outlet of the recirculation passage is opened to the low pressure region produced by the flow throttling section, and

wherein the main section includes an upper inside wall surface which defines the first region in the intake port and which includes a curved downstream end portion curved concavely to guide the intake air stream along the upper inside wall surface into a combustion

chamber of a cylinder of the engine, and a lower inside wall surface confronting the upper inside wall surface and defining the second region in the intake port.

6. (Currently Amended) The intake apparatus as claimed in Claim 3 2, wherein the flow throttling ~~section includes~~ valve is a throttle valve.
7. (Currently Amended) The intake apparatus as claimed in Claim 3 2, wherein the flow ~~throttle section includes~~ throttling valve is a gas motion control valve to close a part of the intake port.
8. (Original) The intake apparatus as claimed in Claim 1, wherein the recirculation inlet is opened in an inside wall surface of the intake port, and the recirculation passage extends outside the intake port.
9. (Original) The intake apparatus as claimed in Claim 1, wherein the recirculation outlet opens into the first region of the intake port.
10. (Original) The intake apparatus as claimed in Claim 9, wherein the recirculating section includes a pipe section projecting into the intake port toward an inside wall surface defining the first region of the intake port.
11. (Currently Amended) The intake apparatus as claimed in Claim 3 2, wherein the recirculating section comprises a partition dividing the intake port into a first passage section defining the first region of the intake port, and a second passage section serving as the recirculation passage.
12. (Currently Amended) ~~The intake apparatus as claimed in Claim 11,~~ An intake apparatus for an internal combustion engine, comprising:
 - a main section defining an intake port having therein first and second regions extending longitudinally of the intake port;
 - a recirculating section defining an intake recirculation passage to recirculate part of intake air from the second region in the intake port to an upstream position in the intake port to strengthen an intake air stream in the first region of the intake port; and
 - a flow throttling section to produce a low pressure region in the upstream portion of the intake port.

wherein the recirculation passage extends from a recirculation inlet opened in a downstream end portion of the intake port, to a recirculation outlet opened in an upstream portion of the intake port, to take in part of the intake air before flowing into a cylinder of the engine through an intake valve provided at a downstream end of the intake port, and to return the intake air to the upstream portion of the intake port,

wherein the recirculation outlet of the recirculation passage is opened to the low pressure region produced by the flow throttling section,

wherein the recirculating section comprises a partition dividing the intake port into a first passage section defining the first region of the intake port, and a second passage section serving as the recirculation passage, and

wherein the flow throttling section includes a gas motion control valve to open and close an upstream end of the second passage section of the intake port; and the recirculation outlet is an aperture formed near the gas motion control valve, for allowing a recirculation air to flow from the second passage section to the first passage section.

13. (Currently Amended) An internal combustion engine comprising:

an engine block member defining an engine cylinder and an intake port extending to the cylinder;

an intake valve to open and close a downstream end of the intake port; and

a recirculating section defining an intake recirculation passage to recirculate part of intake air to ~~strengthen~~ strengthen an intake air stream flowing into the cylinder through a first part of a downstream end portion of the intake port and weaken an intake air stream flowing into the cylinder through a second part of the downstream end portion of the intake port when the intake valve is opened, the recirculation passage extending from a recirculation inlet opened in the downstream end portion of the intake port to take in part of intake air from the second part of the downstream end portion of the intake port, to a recirculation outlet to discharge the intake air into an upstream portion of the intake port upstream of the downstream end portion to strengthen the intake air stream through the first part of the downstream end portion of the intake port; and

a flow throttling valve to produce a low pressure region in the upstream portion of the intake port, the recirculation outlet of the recirculation passage being opened to the low pressure region produced by the flow throttling valve.

14. (Currently Amended) An intake apparatus for an internal combustion engine, comprising:

first means for defining an intake port having therein first and second regions extending longitudinally of the intake port; and

second means for defining an intake recirculation passage to recirculate part of intake air from the second region in a downstream end portion of the intake port, to the first region in an upstream portion of the intake port and thereby for promoting in-cylinder fluid motion in the engine by strengthening an intake air stream in the first region of the intake port in a first state, whereas the second means further has a second state not to strengthen the intake air stream in the first region of the intake port.